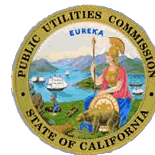


**BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF CALIFORNIA**



**FILED**  
08/05/19  
04:59 PM

**A1908004**

Application of the Metro Gold Line Foothill  
Extension Construction Authority for an order  
authorizing construction of one light rail track at the  
**La Verne Station east pedestrian at-grade rail  
crossing** in the City of La Verne in Los Angeles  
County, California.

Application \_\_\_\_\_

**APPLICATION**  
**SUBMITTED BY THE METRO GOLD LINE FOOTHILL EXTENSION  
CONSTRUCTION AUTHORITY**

The Metro Gold Line Foothill Extension Construction Authority (Authority), acting for and on behalf of Los Angeles County Metropolitan Transportation Authority (LACMTA), files this application and respectfully requests authorization from the Public Utilities Commission of California (CPUC or Commission) to construct the La Verne Station east pedestrian at-grade crossing for one light rail track. The subject crossing is in the City of La Verne, Los Angeles County, California.

In support of its request, the Authority asserts:

**I (Applicant Information)**

The Metro Gold Line Foothill Extension Construction Authority (Authority) was created by the legislature pursuant to Section 132400 et seq. of the Public Utilities Code of the State of California (PU Code) to award and oversee all design and construction contracts for completion of the Los Angeles - Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa (Madre Street) in the City of Pasadena (known as Phase I) and any mass transit guideway planned east of Sierra Madre Boulevard along the former Atchison Topeka and Santa Fe Railway right-of-way extending to the City of Montclair in the County of San Bernardino (known as Phase II).

The authority sought in this application is requested pursuant to Section 9.08 of the Commission General Order 143-B and is made in accordance with Rule 3.9 of the Commission's Rules of Practice and Procedure.

## **II (Applicant Address)**

Applicants' exact legal name is Metro Gold Line Foothill Extension Construction Authority with its principle place of business at:

406 East Huntington Drive, Suite 202  
Monrovia, California 91016

## **III (Correspondence)**

Correspondence regarding this application should be addressed to:

Mr. Christopher Burner  
Chief Project Officer  
Metro Gold Line Foothill Extension Construction Authority  
406 East Huntington Drive, Suite 202  
Monrovia, CA 91016  
626-305-7022  
[cburner@foothillgoldline.org](mailto:cburner@foothillgoldline.org)

## **IV (Crossing Ownership)**

Pursuant to Sections 132425 and 132430 of the PU Code, LACMTA has transferred to the Authority all real and personal property, and other assets, as well as the unencumbered balance of all local funds accumulated for completion of the project. Phase I of the project extended from Union Station to Sierra Madre Villa and was turned back to LACMTA for operation in July 2003. Phase II, Segment A of the project extended from Sierra Madre Villa to Glendora was completed and turned back to LACMTA for operation in September 2015. Phase II, Segment B of the project extends from Glendora to Montclair and is currently under design.

The Authority owns the railroad right-of-way through the Trust Agreement between the LACMTA and the Authority and has the right to occupy and construct on the property, including the subject crossing within the railroad right-of-way formerly owned by the Atchison Topeka and Santa Fe (AT & SF) Railway, now known as the Pasadena and San Gabriel Subdivisions.

## **V (Interested Parties)**

The LACMTA was created by the legislature pursuant to Section 130050.2 of the PU Code to be the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission (LACTC), and which two agencies ceased to exist as of April 1, 1993.

Pursuant to Section 132400, et seq. of the PU Code, the Authority is proceeding with contracting for completion of the design and the construction of the 12.3-mile Phase II Segment B of the Metro Gold Line between the interim terminal station at Citrus Avenue and the eastern boundary of the City of Montclair in San Bernardino County. Upon completion of Phase II Segment B, LACMTA will maintain and operate the LRT system including the San Bernardino County segment.

During June 2018 through June 2019, several meetings and design reviews were conducted with interested parties, including members from LACMTA, City of La Verne, CPUC, and the Authority. The interested parties did not object to the application.

The Authority, LACMTA, City of La Verne and CPUC are considered interested parties for document service purposes.

## **VI (Project Description)**

The Metro Gold Line Foothill Extension Project Phase II is approximately 24 miles in length and constructed in two segments. This first segment, Segment A, continued the Metro Gold Line from East Pasadena for approximately 11.5 miles of double LRT tracks with six (6) stations located in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa, and a Maintenance Operations Campus in Monrovia within the County of Los Angeles. Segment A was completed and turned back to LACMTA for operation in September 2015.

The second segment, Segment B is currently under design and crossings are subject to this application. Segment B continues the Metro Gold Line from its current terminus in Azusa for approximately 12.3 miles of double LRT track with six (6) stations located in the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont in the County of Los Angeles and City of Montclair in the County of San Bernardino. Segment B will also improve and relocate approximately 10.4 miles of FRT track and 1.9 miles of Southern California Regional Rail Authority (SCRRA) track to allow room for the LRT tracks.

East of Citrus Avenue, the right-of-way will continue as a shared corridor with both LRT and FRT operations utilizing their separate designated tracks. Continuing eastward, the existing FRT tracks will be relocated south within the ROW (right-of-way) to make room for the dual LRT tracks and one LRT station (Glendora) to the north half of the typical 100-foot ROW until Lone Hill Avenue. At Lone Hill Avenue LRT will be grade separated above the FRT tracks & roadway and FRT will continue at-grade but will be relocated and re-aligned south-to-north within the ROW to continue rail service for customers, typically one round-trip per day. The LRT will transition from north of the ROW to the south as well to service three LRT Stations (San Dimas, La Verne, and Pomona).

The LRT tracks remain south of FRT tracks within the railroad ROW to approximately Towne Avenue, where FRT transitions from north to south within the ROW to join the San Gabriel Subdivision west of Cambridge Avenue at approximate FRT MP 32.15. Within the San Gabriel Subdivision the exist SCRRA tracks will be relocated to the south of the ROW to make room for the dual LRT tracks and two LRT stations (Claremont and Montclair). The SCRRA commuter rail/freight tracks remain at-grade through the transition to end the project in Montclair.

LRT remains to the north of the typical 100-foot right of way until the terminus point in Montclair. The SCRRA commuter rail/freight tracks are separate and independent of the LRT system, except for the integrated gates and signals operations at the at-grade highway rail crossings.

Once the crossing is complete, LACMTA will operate on and maintain two LRT tracks. SCRRA will continue to maintain the FRT track and signal equipment for BNSF operations on the Pasadena Subdivision and two SCRRA main line tracks and signal equipment on the San Gabriel Subdivision until the terminus point of the Gold Line in Montclair. SCRRA commuter and FRT service continue easterly.

This application is for the construction of the La Verne Station east at-grade pedestrian crossing one LRT track of approximately 50 crossings of Segment B of the project. The additional crossings are subject of separate CPUC approvals. The construction of the project including the subject crossing is expected to begin during the year 2020, with revenue service projected in 2027.

## VII (Crossing Descriptions)

The Authority requests authorization to construct one at-grade pedestrian crossing in the City of La Verne, County of Los Angeles. The proposed CPUC identification numbers and crossing type are summarized in Table 1 below:

<b>Table 1 – Crossing Subject to Approval</b>			
<b>No.</b>	<b>Crossing</b>	<b>PUC Numbers</b>	<b>Proposed Modifications</b>
1	La Verne Station East Pedestrian	84P-33.23-D DOT 973530B	Warning equipment: CPUC No 9 Ped Gate, CPUC No 8, signage, swing gate and channelization

### La Verne Station East At-Grade Pedestrian Crossing

Pedestrians will access the east end of La Verne station through the proposed at-grade pedestrian crossing (84P -33.23-D) which crosses one LRT track (Track 1) to access the parking facility. The at-grade pedestrian crossing will include the standard pedestrian crossing safety treatments:

1. Commission Standard No. 9 automatic pedestrian gates with flashing lights, bells, and emergency swing gates;
2. Commission Standard No. 8 flasher directed towards the station platform;
3. Advance preemption for the at-grade crossing equipment;
4. Handrails and fencing to channelize pedestrians to the designated crossing;
5. Detectible warning strips, appropriate pavement and “wait here” striping;
6. Standard California Manual on Uniform Traffic Control Devices (CA-MUTCD) rail crossing signage, such as the “RAILROAD CROSSING” Cross-buck sign referred as R15-1, number of rail tracks sign referred to as R15-2;
7. “LOOK BOTH WAYS” signs referred to as standard W82-1 (CA) in the CA-MUTCD or active blank-out “LOOK BOTH WAYS” sign.

See Exhibit C drawings for details of pedestrian crossing equipment and signing.

## The Design-Build Contractor

The Authority will award a design-build contract to advance the design, construct the crossing and support the Authority with coordination among crossing stakeholders and CPUC as necessary. The design-builder must not compromise crossing safety of the designs documented in this application. The design-build contractor will advance designs following required standards and provide a compliance submission of 100% design level drawings to the stakeholders no later than 60 days prior to commencing crossing construction. The compliance submission will serve to ensure safety is not compromised, such that:

- Crossing gates, signs and other equipment locations may be adjusted, but cannot result in equipment removal or restrict visibility;
- Drainage, utilities, street grade, track profiles, alignment, and other preliminary designs provided in this application must be finalized to determine final locations for crossing and traffic equipment, and if additional safety measures are necessary;
- Width of crossing, crosswalks, sidewalks and similar features maybe adjusted, but cannot compromise the minimum width required by design criteria, CA-MUTCD, ADA or other requirements without prior approval;
- Additional safety enhancements such as additional signage, striping, etc. maybe considered;
- Landscaping, walls, fencing, channelization, and other features near crossing must not interfere with line of sight or result in other safety concerns;

No significant changes to the CPUC approved crossing designs can be made without securing CPUC staff approval. In the event the design-build contractor does not comply with the abovementioned bullets and significantly changes the crossing safety design approved by the CPUC, the design-build contractor must attain formal CPUC modification approval or reconstruct the crossing to meet CPUC approved plans.

## **IX (Public Benefit)**

As required by the CPUC Rules of Practice and Procedures 3.7c, the public will benefit from the delivery of supplementary public transportation by extending the Metro Gold Line Foothill Extension LRT from Azusa to Montclair, resulting in lower greenhouse gas effects and

reducing traffic congestion in the San Gabriel Valley and Inland Empire. The proposed crossing improvements, in connection with the LRT service, will increase safety and provide transportation benefits to system users.

### **X (Grade Separation Practicability)**

Grade separation is not practicable for the La Verne Station east pedestrian crossing due to clearance restrictions that would require significant property for grades and stairs that would not meet the American Disabilities Act (ADA) requirements and design criteria to safely cross the single LRT track. The property needed to support grade separation is unavailable in the right of way. Further, the at-grade pedestrian crossing is in the immediate proximity (less than 50 feet) to the existing streets, neighboring homes, and proposed parking lot that result in constraints and prevent grade separation.

The original Project attempted to design a large parking structure for the La Verne station that had the lowest parking level submerged to align with a grade separated pedestrian underpass for access to the station. Upon re-evaluation of the parking structure, the subterranean parking structure is no longer being considered. Instead, the at-grade east pedestrian crossing to the parking facility is being proposed. The proposed parking design does not feasibly allow for grade separated pedestrian crossing at the La Verne Station and the risk has been minimized for the proposed at-grade pedestrian crossing. The Authority did conduct a risk assessment of the at-grade pedestrian crossing as summarized below.

### **La Verne Station Risk Assessment**

During the environmental process, the Authority studied modes of access to the proposed La Verne station and determined 39% of the total ridership at La Verne will use the east pedestrian crossing. To establish total pedestrians accessing the proposed east pedestrian crossing during peak hour, the total number of daily peak hour boardings and alightings were combined for the La Verne station. Using the FEIR model for peak boarding percentages and using 39% percent ridership to determine the east pedestrian crossing use, the peak result is 5.1 pedestrians per minute (between 5pm-6pm) as shown in Table 1 below.

<b>Table 1. La Verne East Pedestrian Crossing Peak Hour Traffic</b>					
<b>Peak Hour (A)</b>	<b>Boardings (B)</b>	<b>Alightings (C)</b>	<b>Total Daily Boardings &amp; Alightings (D) = (B) + (C)</b>	<b>East Crossing Total (E) = (39%) *(D)</b>	<b>East Crossing Pedestrians Per Minute (F) = (E)/60</b>
6am-7am	188	149	337	131	2.2
7am-8am	333	246	579	226	3.8
8am-9am	313	265	578	225	3.8
3pm-4pm	285	288	573	223	3.7
4pm-5pm	305	364	669	261	4.3
5pm-6pm	329	449	778	303	<u>5.1</u>
6pm-7pm	251	437	688	268	4.5

The National Fire Protection Association (NFPA) 130 which is the standard for Fixed Guideway Transit and Passenger Rail Systems, uses a rate of 60 pedestrians per minute (for single leaf doors and gates) as the maximum means of egress capacity for platforms, corridors, ramps, doors, gates, and exit hatches. The proposed peak of 5.1 pedestrians per minute is significantly less than the 60 pedestrians per minute maximum capacity required by NFPA 130.

The east pedestrian crossing must be provided to allow for passenger emergency egress, ticket vending and criteria requirements. An at-grade crossing supports the Project's mission for safe and efficient access to the parking facility. The proposed at-grade pedestrian crossing is designed to traverse a single LRT track (track #1) and does not cross any FRT tracks, further reducing risk with oncoming trains. The east station platform ramp and at-grade pedestrian crossing is designed to be closer to the station to allow for better train visibility at the crossing for both normal and reverse running operations.

## **XI (Authorization)**

This application requests approval to construct the La Verne Station east at-grade pedestrian crossing (DOT 973530B) for access to the south parking, crossing one of the two LRT tracks. In general, the application request provides new station pedestrian crossing, therefore, authority sought in this application is requested pursuant to PU Code 99152 and is made in accordance with Rule 3.7 through 3.11 of the Commission's Rules of Practice and Procedure.



## **XII (Environmental clearance)**

In accordance with CPUC Rules of Practice and Procedure 3.9(a), the project's Final Environmental Impact Report (FEIR) for Segment A&B extension was certified in 2013. A copy of the letter of transmittal of the FEIR to the State and the Gold Line Foothill Extension Board of Director's certification of the FEIR is attached as Exhibit D.

A copy of the full FEIR, including addenda are also provided in attached the one (1) Archival Grade DVD, copies to six (6) CD-ROMs, and weblink attached as Exhibit D. In accordance CPUC Commission's Rules of Practice and Procedure Rule 1.9(d) of the, the Authority is issuing the Notice of Availability (NOA) for FEIR weblink, served on all parties listed on the official service lists. Alterations of the subject crossing requested herein are within the scope of the FEIR cited above. If there are changes to the FEIR, the revised requirements will be incorporated by an addendum.

## **XIII (Exhibits)**

The Following Exhibits are transmitted as required by the CPUC Rules of Practice and Procedures 3.7:

Exhibit A: Vicinity map showing the crossings in relation to the existing roads

Exhibit B: Aerial intersection map

Exhibit C: La Verne Station East Pedestrian Crossing Drawings

Exhibit D: The Final Environmental Impact Report (FEIR) legal description letter, FEIR copied to one (1) Archival Grade DVD and FEIR copied to six (6) CD-ROMs

Exhibit E: The Scoping Memo Information for the Application.

### V (Order)

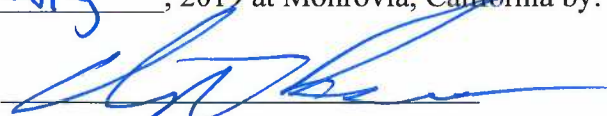
WHEREFORE, the Metro Gold Line Foothill Construction Authority respectfully requests that the California Public Utilities Commission (CPUC) issue an order authorizing:

1. The Metro Gold Line Foothill Construction Authority (Authority) to construct the La Verne Station east pedestrian at-grade crossing for one Los Angeles County Metropolitan Transportation Authority (LACMTA) light rail transit (LRT) track.
2. The crossing shall have the configurations described and specified in this application and its attachments. The crossing shall be identified by the following CPUC and Department of Transportation (DOT) Crossing Numbers:

<b><u>Table 1 – Crossings Subject to Approval</u></b>			
<b><u>No.</u></b>	<b><u>Crossing</u></b>	<b><u>PUC Numbers</u></b>	<b><u>Proposed Equipment</u></b>
1	La Verne Station East Pedestrian	84P-33.23-D DOT 973530B	• CPUC No 9 Ped Gate, CPUC No 8, signage, swing gate and channelization

3. The Metro Gold Line Foothill Extension Construction Authority shall have its design-build contractor provide a compliance filing of 100% design level drawings for the at-grade crossings to the CPUC's Safety and Enforcement Division, Rail Crossings and Engineering Branch no later than 60 days prior to commencing construction. The compliance filing will serve to demonstrate conformance with the crossing designs approved in this Order.
4. Requests that the authorization shall be effective for five (5) years, unless time is extended.

Dated this 31st day of July, 2019 at Monrovia, California by:



Mr. Christopher Burner

Chief Project Officer

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202

Monrovia, CA 91016

626-305-7022

[cburner@foothillgoldline.org](mailto:cburner@foothillgoldline.org)

## VI (Certificate of Service)

I, Christopher Burner, certify on behalf of Metro Gold Line Foothill Extension Construction Authority, that this application with attachments is served to the interested parties on the below service list by e-mail as specified by Rule 1.9 of the Commission's Rules of Practice and Procedure.

I declare, under penalty of perjury, that the foregoing is true and correct.

Dated this 31st day of July, 2018 at Monrovia, California by:



Christopher Burner  
Chief Project Officer

Shanna Foley California Public Utilities Commission 320 W. Fourth Street, Suite 500 Los Angeles, CA 90013 <a href="mailto:Shanna.Foley@cpuc.ca.gov">Shanna.Foley@cpuc.ca.gov</a>	Christopher Burner Metro Gold Line Foothill Extension Construction Auth. 406 East Huntington Drive, Suite 202 Monrovia, CA 91016 <a href="mailto:cburner@foothillgoldline.org">cburner@foothillgoldline.org</a>
Jonathan Hofert Los Angeles County Metropolitan Transportation Auth. One Gateway Plaza Los Angeles, CA 90012-2952 <a href="mailto:HofertJ@metro.net">HofertJ@metro.net</a>	Martin Mattes Nossaman, LLP 50 California Street, 34 <sup>th</sup> Floor San Francisco, CA 94111 <a href="mailto:mmattes@nossaman.com">mmattes@nossaman.com</a>
Antranig G. Garabetian California Public Utilities Commission 320 W. Fourth Street, Suite 500 Los Angeles, CA 90013 <a href="mailto:antranig.garabetian@cpuc.ca.gov">antranig.garabetian@cpuc.ca.gov</a>	Dan Burcham California Public Utilities Commission 320 W. Fourth Street, Suite 500 Los Angeles, CA 90013 <a href="mailto:Dan.Burcham@cpuc.ca.gov">Dan.Burcham@cpuc.ca.gov</a>
Roger Clugston California Public Utilities Commission 320 W. Fourth Street, Suite 500 Los Angeles, CA 90013 <a href="mailto:roger.clugston@cpuc.ca.gov">roger.clugston@cpuc.ca.gov</a>	Michael Robertson California Public Utilities Commission 320 W. Fourth Street, Suite 500 Los Angeles, CA 90013 <a href="mailto:antranig.garabetian@cpuc.ca.gov">antranig.garabetian@cpuc.ca.gov</a>

## VII (Verification)

I, Christopher Burner, an employee of applicant, Metro Gold Line Foothill Extension Construction Authority, and authorized to make this verification on its behalf. The statements in the foregoing document are true to my own knowledge, or believed, by myself, to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Dated this 31st day of July, 2019 at Monrovia, California by:



Mr. Christopher Burner

Chief Project Officer

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202

Monrovia, CA 91016

626-305-7022

[cburner@foothillgoldline.org](mailto:cburner@foothillgoldline.org)

# **Exhibit A:**

## **Vicinity Map**



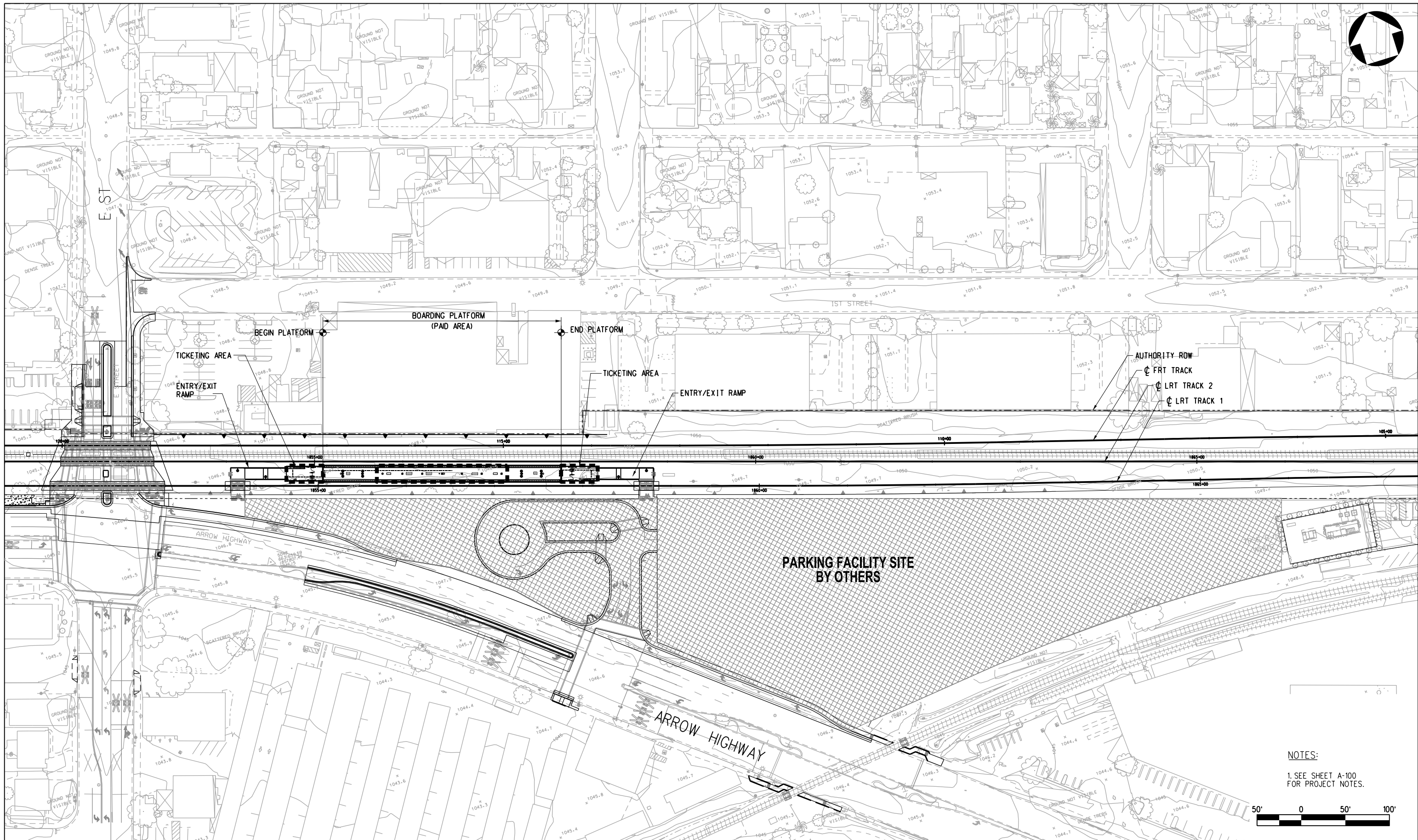






**Exhibit B:**  
**Aerial Intersection Description Maps**





NOTES:  
 1. SEE SHEET A-100  
 FOR PROJECT NOTES.



REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.

NOT FOR CONSTRUCTION

**Hill International**  
 406 E. HUNTINGTON, SUITE 202  
 MONROVIA, CA 91016 - 3633



METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY  
 PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT  
 REQUEST FOR PROPOSAL (RFP) C2002  
 APRIL 24, 2019

ADVANCED CONCEPTUAL ENGINEERING  
 GLENDORA TO MONTCLAIR  
 (MONTCLAIR TERMINUS)  
 LA VERNE STATION  
 SITE PLAN

DRAWING NO.	REV.
A-300	E
SHEET NO.	

4/18/2019 1:59:04 PM  
 USER=mbazon  
 File Name: I:\Phase II\009 Phase 2B Documents Engineering Drawings\13-Station Stations-ACE -Submittal\2002\_A-300-LA-Verne.dgn

**Exhibit C:**  
**La Verne East Pedestrian Crossing Drawings**



CONSTRUCTION NOTES

GRADE CROSSINGS

- 1

CPUC STANDARD NO. 8 FLASHING LIGHT SIGNAL ASSEMBLY
- 2

CPUC STANDARD NO. 9 FLASHING LIGHT SIGNAL ASSEMBLY
- 3

CPUC STANDARD NO. 9 FLASHING LIGHT SIGNAL ASSEMBLY  
WITHOUT AUDIBLE DEVICE
- 4

CPUC STANDARD NO. 9E FLASHING LIGHT SIGNAL
- 5

CPUC STANDARD NO. 9A FLASHING LIGHT SIGNAL ASSEMBLY WITH OVERHEAD  
FLASHING LIGHT SIGNALS ON A CANTILEVERED MAST ARM WITH GATE
- 6

4' WIDE EMERGENCY SWING GATE
- 7

RAILROAD CONCRETE PANELS
- 8

TACTILE TILE
- 9

12" "WAIT HERE" AREA STRIPING
- 10

DIRECTIONAL NOISE SHROUD
- 11

DIRECTIONAL TILE
- 12

RAILING
- 13

TRAFFIC LOOP
- 14

BALLAST #5
- 15

UNEVEN FINISH TEXTURE
- 16

RETAINING WALL
- 17

SOUNDWALL
- 18

FIRE HYDRANT
- 19

BOLLARD
- 20

LANDSCAPE AREA
- 21

DURA CURB ( ON CURB)

STREET IMPROVEMENTS

- 31

INSTALL RAISED MEDIAN
- 32

CURB AND GUTTER
- 33

CURB AND GUTTER ( MEDIAN)
- 34

CURB ONLY
- 35

CONCRETE CURB AND GUTTER W=XX AND CF=XX PER PLAN
- 36

CROSS AND LONGITUDINAL GUTTERS
- 37

CONCRETE SIDEWALK
- 38

STAMPED CONCRETE
- 39

CURB RAMP
- 40

DRIVEWAY
- 41

PORTLAND CEMENT CONCRETE PAVEMENT
- 42

ASPHALT CONCRETE PAVEMENT ON BASE
- 43

AGGREGATE BASE
- 44

AC MILL AND OVERLAY
- 45

PROTECT IN PLACE

SIGNING AND STRIPING

- 51

EXISTING TO REMAIN
- 54

INSTALL SIGN ON EXISTING SIGN POST
- 55

PAINTED RED CURB
- 56

INSTALL SIGN AND POST
- 57

INSTALL SIGN ON POLE
- 58

INSTALL RAILROAD CROSSING SYMBOL
- 59

INSTALL PAVEMENT MARKING PER CALTRANS STANDARD PLANS A24C, A24D AND A24E
- 60

PAINT MEDIAN NOSE - YELLOW
- 61

INSTALL 24" LIMIT LINE
- 62

INSTALL YIELD LINE
- 63

INSTALL 12" WHITE CHEVRON STRIPE
- 64

INSTALL 12" SOLID YELLOW STRIPE PER CALTRANS /CITY STANDARD PLANS
- 65

INSTALL 4" SOLID WHITE STRIPE PER CALTRANS STANDARD PLANS
- 66

INSTALL 12" SOLID WHITE LINE PER CALTRANS STANDARD PLANS
- 67

INSTALL TYPE I ARROW PER CALTRANS STANDARD PLANS
- 68

INSTALL TYPE IV ( L ) OR ( R ) ARROWS PER CALTRANS STADNARD PLANS
- 69

INSTALL TYPE VI ( L ) OR ( R ) ARROWS PER CALTRANS STANDARD PLANS
- 70

INSTALL TYPE VII ( L ) OR ( R ) ARROWS PER CALTRANS STANDARD PLANS
- 71

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20A DETAIL 5
- 72

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20A DETAIL 8
- 73

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20A DETAIL 11
- 74

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20B DETAIL 28
- 75

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20A DETAIL 22
- 76

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20B DETAIL 29
- 77

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20B DETAIL 32
- 78

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20D DETAIL 38
- 79

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20D DETAIL 38B
- 80

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20B DETAIL 25A OR DETAIL 26
- 81

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20B DETAIL 27B
- 82

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20D DETAIL 40
- 83

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20A DETAIL 9
- 84

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20D DETAIL 39 OR DETAIL 39A
- 85

INSTALL STRIPE PER CALTRANS STANDARD PLANS A20C DETAIL 37B

REMOVAL NOTES:

- 52

REMOVE CONFLICTING STRIPING AND RAISED PAVEMENT MARKERS  
BY WET SANDBLASTING

STREET SIGNS

- A

RAILROAD CROSSING ( W10-1)
- A1

RAILROAD CROSSBUCK ( R15-1)
- B1

RAILROAD NUMBER OF TRACKS ( W48 ( CA ) )
- B2

RAILROAD NUMBER OF TRACKS ( R15-2P)
- C

TRACK CROSSING AT INTERSECTION ( W10-2R)
- D

TRACK CROSSING AT INTERSECTION ( W10-2L)
- E

TRACK CROSSING AT "T" INTERSECTION ( W10-4L)
- F

TRACK CROSSING AT "T" INTERSECTION ( W10-4R)
- G

THRU TRAFFIC MERGE LEFT ( W4-7)
- H

TYPE K REFLECTIVE OBJECT MARKER
- I

TYPE N ( CA ) OBJECT MARKER

- J

NO TURN ON RED ( R10-11)
- K

NO TURN ON RED ( R13A ( CA ) )
- L

NO U TURN ( R3-4)
- M

NO PARKING ANYTIME ( R26A ( CA ) )
- N

DO NOT STOP ON TRACKS ( R8-8)
- O

STOP HERE ON RED ( R10-6 ( L ) OR ( R ) )
- P

KEEP RIGHT ( R4-7)
- Q

ONE WAY ( R6-1R OR R6-1L)
- R

RIGHT TURN ONLY ( R3-5R)
- S

LEFT TURN ONLY ( R3-5L)
- T

STOP ( R1-1)
- U

YIELD ( R1-2)
- V

NO LEFT TURN ( R3-2)
- W

WRONG WAY ( R5-1A)
- X

DO NOT ENTER ( R5-1)
- Y

PEDESTRIAN CROSSING ( W11-2)
- Z

NO PEDESTRIAN CROSSING ( R9-3A)
- AA

USE CROSSWALK ( R9-3bP ( LT ) )
- AB

USE CROSSWALK ( R9-3bP ( RT ) )
- AC

LEFT ONLY, LEFT ONLY, RIGHT ONLY ( R61-13 ( CA ) )
- AD

LEFT ONLY, THROUGH, RIGHT ONLY ( R3-8b)
- AE

BLANKOUT SIGN ( R3-1 ) ( NO RIGHT)
- AF

BLANKOUT SIGN ( R3-2 ) ( NO LEFT)
- AG

LEFT ONLY, THROUGH RIGHT ( R61-5 ( CA ) )
- AH

THROUGH LEFT, RIGHT ONLY ( R61-7)
- AJ

LEFT ONLY, RIGHT ONLY ( RE61-19 ( CA ) )
- AK

LEFT ONLY, THROUGH LEFT, RIGHT ONLY ( R3-18)
- AL

ONE WAY ( R6-2)
- AM

ROUND ABOUT ( R6-5P)
- AN

RIGHT LANE ENDS ( W9-1)
- AO

AHEAD ( W16-9P)
- AP

RIGHT LANE MUST TURN RIGHT ( R3-7)
- AQ

NO PARKING ANY TIME ( R28 ( S ) ( CA ) )
- AR

TRUCK ROUTE ( R14-1)
- AS

OBJECT MARKER ( OM4-1)
- AT

MERGE LANE SIGN ( W4-1)
- AU

TAPER LANE ( W4-2)
- AV

DEAD END SIGN ( W14-1)
- AW

END SIGN ( W31 ( CA ) )
- AX

REPORT EMERGENCY OR PROBLEM ( I-13)
- AY

SPEED LIMIT XX ( R2-1)
- AZ

NO LEFT OR U-TURN ( R3-18)
- BA

LEFT ONLY, LEFT ONLY, THROUGH, THROUGH ( R3-8 ( MOD ) )
- BB

THROUGH, THROUGH, RIGHT ONLY ( R3-8 ( MOD ) )
- BC

LEFT ONLY, THROUGH, THROUGH, RIGHT ONLY ( R3-8 ( MOD ) )
- BD

BEGIN ONE WAY ( R6-6)
- BE

USE PED SIGNAL ( R9-5)
- BF

BIKE LANE ( R81 ( CA ) )
- BG

SIDEWALK CLOSED CROSS HERE ( R9-11a ( L ) OR ( R ) )
- BH

THRU TRAFFIC MERGE LEFT ( W74 ( CA ) )
- BI

NO RIGHT TURN ( R3-1)
- BJ

LEFT ONLY, LEFT ONLY, THROUGH, THROUGH RIGHT ( R3-8 ( MOD ) )
- BK

SIGNAL AHEAD ( W3-3)

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT

REQUEST FOR PROPOSAL (RFP) C2002

JANUARY 30, 2019

ADVANCED CONCEPTUAL ENGINEERING

GLENDORA TO MONTCLAIR

(POMONA TERMINUS)

GRADE CROSSING

CONSTRUCTION NOTES

REVISIONS					
REV.	DATE	DESCRIPTION		DES.	ENG.

HILL

Hill International

406 E. HUNTINGTON, SUITE 202  
MONROVIA, CA 91016 - 3633



DRAWING NO		REV
GXR-001		A
SHEET NO		

## SYMBOLS

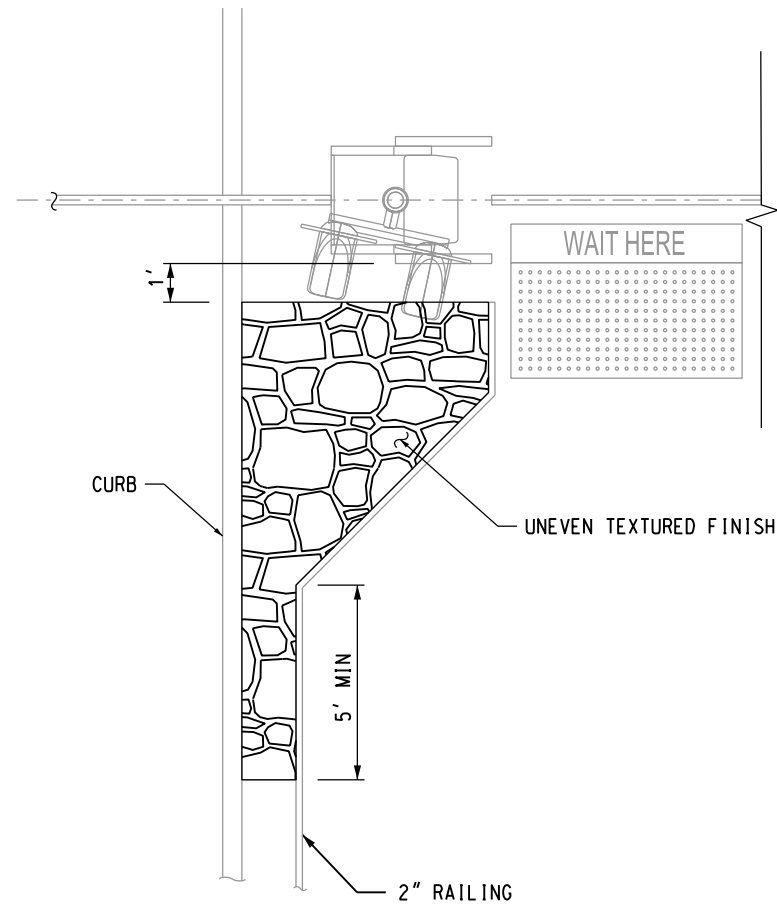
ACTIVATED BLANK OUT SIGN		MATCH LINE		RAILROAD TRACK		TRAFFIC CONDUIT	
CURB RAMP		METER BOX		RIDGE		TRAFFIC SIGNAL CONTROLLER	
FLASHING RED LIGHT		OCS POLE		RIGHT-OF-WAY		TRANSIT SIGNAL	
FOUNDATION OR RUIN		OIL WELL		SAND/CONC SURFACE		TREE	
GATE (PEDESTRIAN)		ORCHARD		SEWER, WATER OR GAS ENCASEMENT		TURNOUT WITH NUMBER INDICATED	
GATE (SWING)		OVERHEAD SIGN		SIDEWALK, CONCRETE		UNDERDRAIN	
GUARD RAIL		OVERHEAD WIRES AND CABLES		SIGN POST		UTILITY BOX	
GRAVEL		PALM TREE		SINGLE CROSSOVER		UTILITY POLE	
GRADE CROSSING EXIT GATE WITH EXIT PED GATE (CPUC #9)		PEDESTRIAN SIGNAL		SHRUBBERY		VALVE, VENT	
GRAVEL OR DIRT ROAD		PERFORATED SUBDRAIN		SPA		WATER VALVE	
GROUND ROD		PICTURE CENTER		SPOT ELEVATION		VALVE COVER	
GROUND ROD IN WELL		PI		STANDPIPE		VINEYARD	
GUY WIRE		PVI		STATION EQUATION		WALL OR RETAINING WALL	
HANDICAPPED PARKING		PITO OR PI NUMBER		STEEL		WELL	
HEADSPAN		PLANTER		STREET LIGHT, TRAFFIC SIGNAL		WOOD	
HIGH VOLTAGE VAULT		POINT OF INTERSECTION OF TURNOUT (PITO)		STREET LIGHT (EXIST)		WORK POINT	
HOSE BIB		POINT OF SWITCH (OR SWITCH MACHINE)		STREET SIGN		TACTILE WARNING STRIP	
INTEGRATED GRADE CROSSING TRAFFIC/PED GATE (CPUC #9)		POINT OF SWITCH NUMBER		SUBBALLAST		TRAFFIC SIGNAL	
LANE LINES		POOL		SUBGRADE EARTH		TRAFFIC SIGNAL (LEFT ARROW)	
LIMIT OF GRADING		POST WITH LIGHT & TRAFFIC LIGHT		TANK			
LRT TCC SYSTEM HANDHOLE		PULL BOX		TIMBER			
LRT TCC SYSTEM MANHOLE		QUAD GATE (CPUC #9)		TRACK CENTER LINE			
MANHOLE		RAILROAD SWITCH		TRACTION POWER MANHOLE			
MANHOLE (EXIST)							

[illegible]

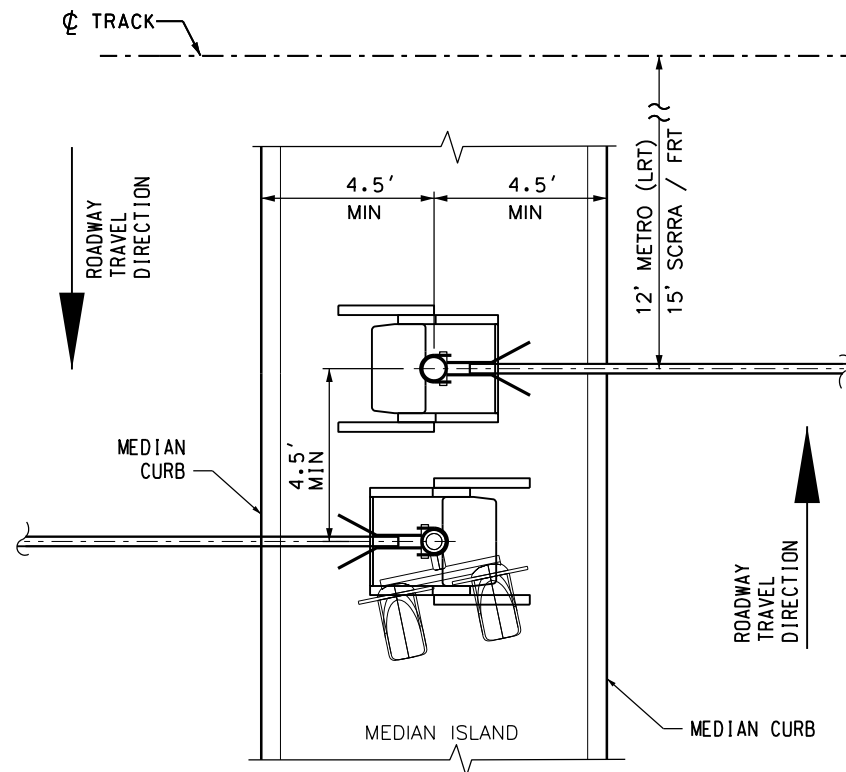
**METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY  
PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT  
REQUEST FOR PROPOSAL (RFP) C2002  
JANUARY 30, 2019**

**ADVANCED CONCEPTUAL ENGINEERING  
GLENORA TO MONTCLAIR  
(POMONA TERMINUS)  
GRADE CROSSING  
ABBREVIATIONS & SYMBOLS**

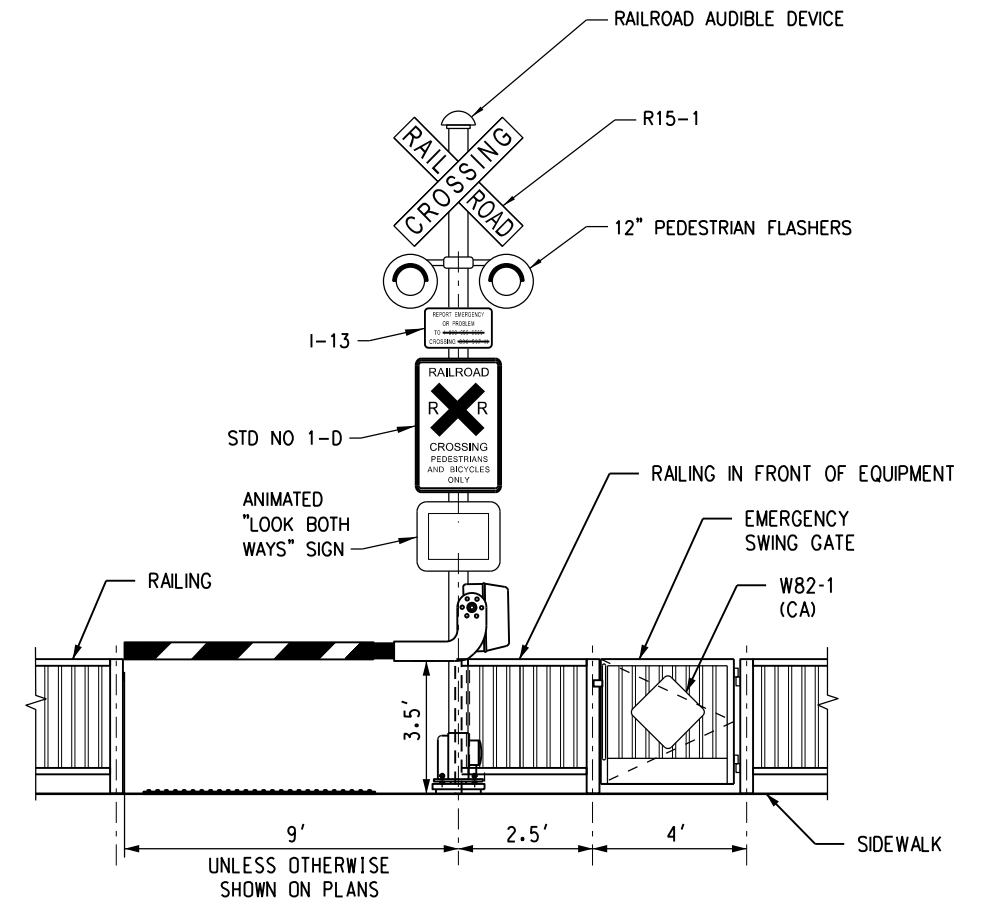
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SHEET NO	



**H** UNEVEN TEXTURED FINISH  
GXT-004 NTS



**I** STACKED MEDIAN MOUNTED  
CPUC STANDARD NO. 9 GATES  
GXT-004 NTS



**J** ELEVATION - STATION ENTRANCE  
GXT-004 NTS

REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.
NOT FOR CONSTRUCTION				

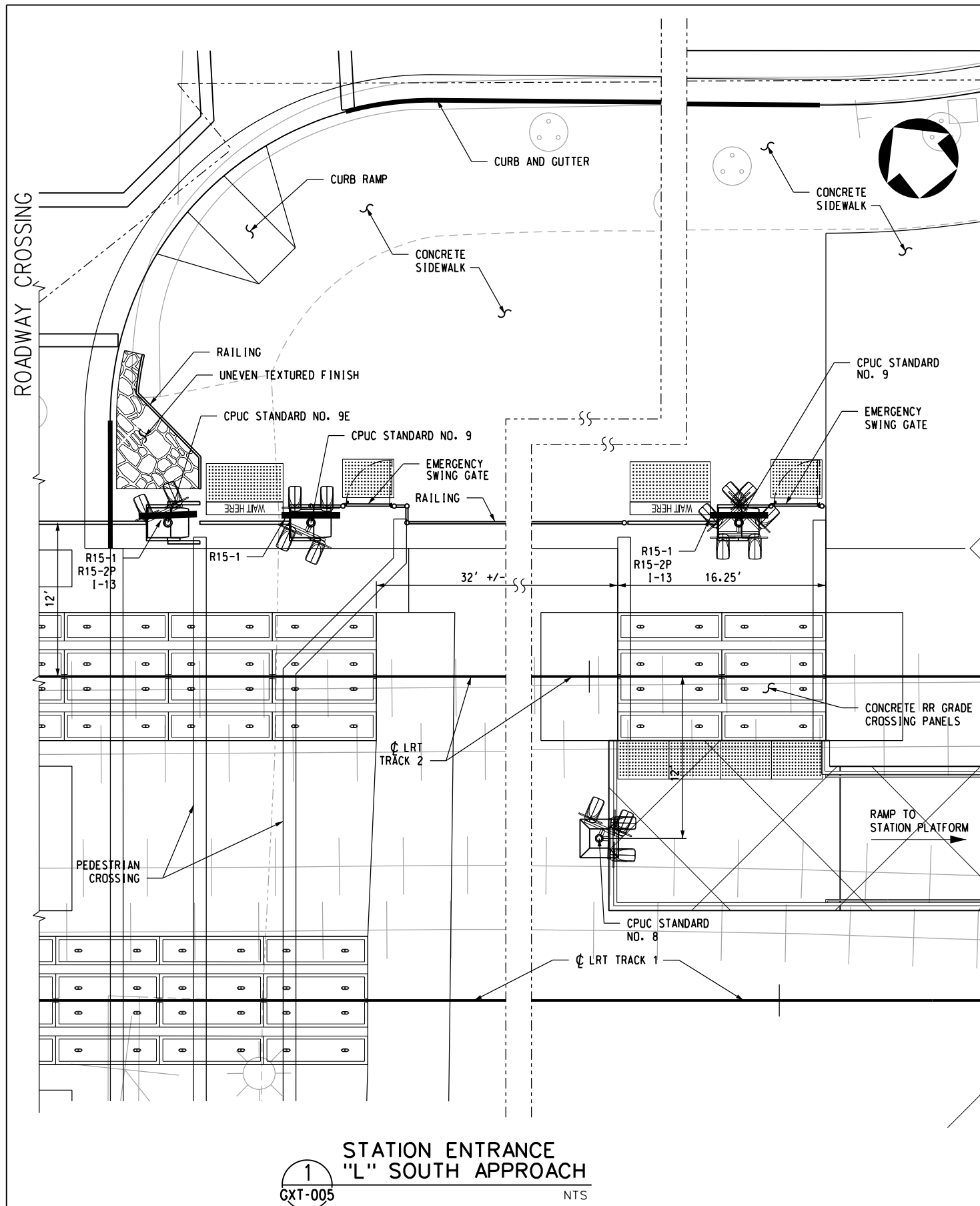
**HILL**  
Hill International  
406 E. HUNTINGTON, SUITE 202  
MONROVIA, CA 91016 - 3633



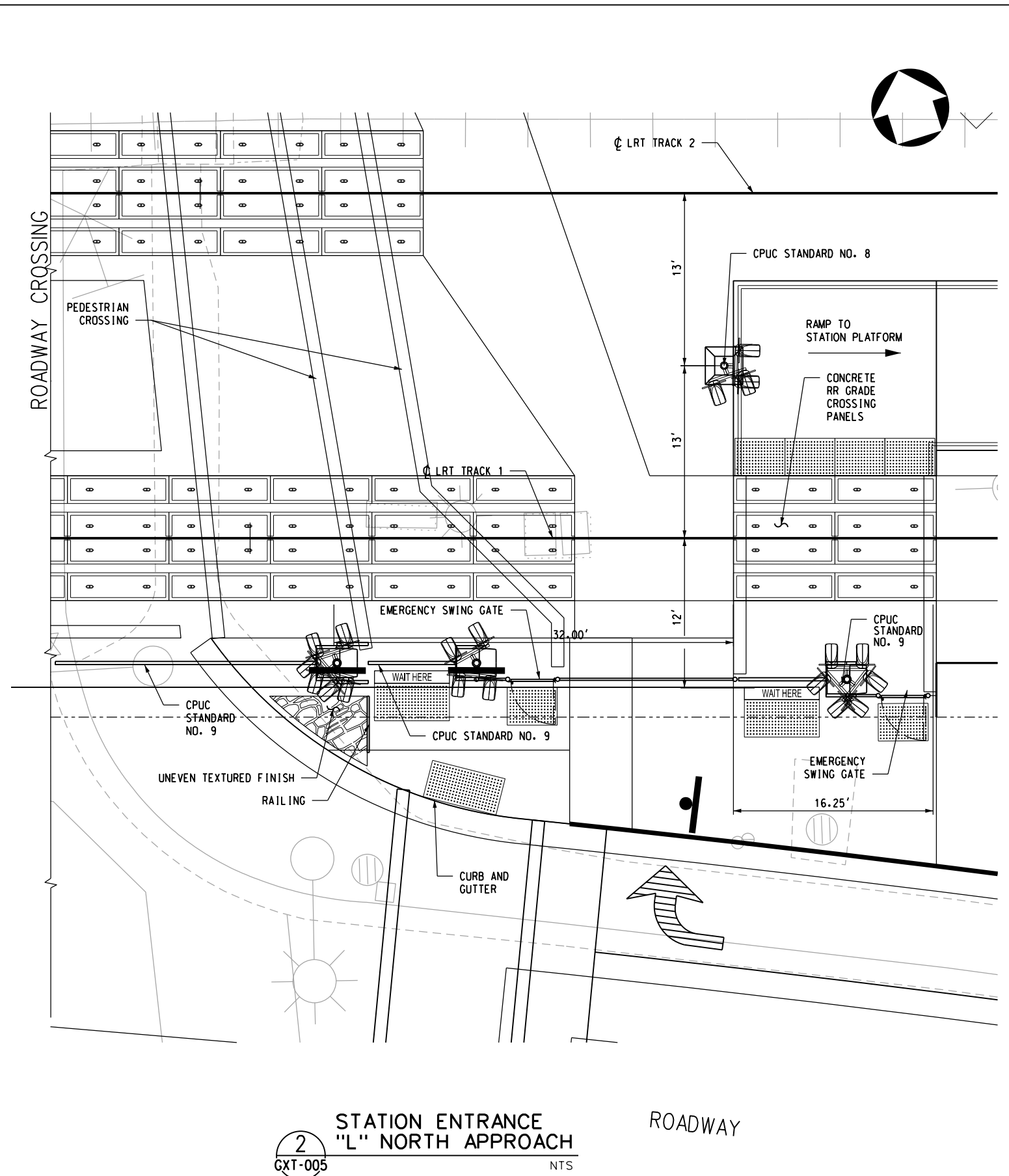
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY  
PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT  
REQUEST FOR PROPOSAL (RFP) C2002  
JANUARY 30, 2019

ADVANCED CONCEPTUAL ENGINEERING  
GLENDDORA TO MONTCLAIR  
(POMONA TERMINUS)  
GRADE CROSSING  
TYPICAL GATE DETAILS, SHEET 2

DRAWING NO  
**GXT-004**  
REV  
**A**  
SHEET NO



1  
CXT-005  
STATION ENTRANCE  
"L" SOUTH APPROACH  
NTS



2  
CXT-005  
STATION ENTRANCE  
"L" NORTH APPROACH  
NTS

REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.
NOT FOR CONSTRUCTION				

**Hill International**  
406 E. HUNTINGTON, SUITE 202  
MONROVIA, CA 91016 - 3633



METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY  
PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT  
REQUEST FOR PROPOSAL (RFP) C2002  
JANUARY 30, 2019

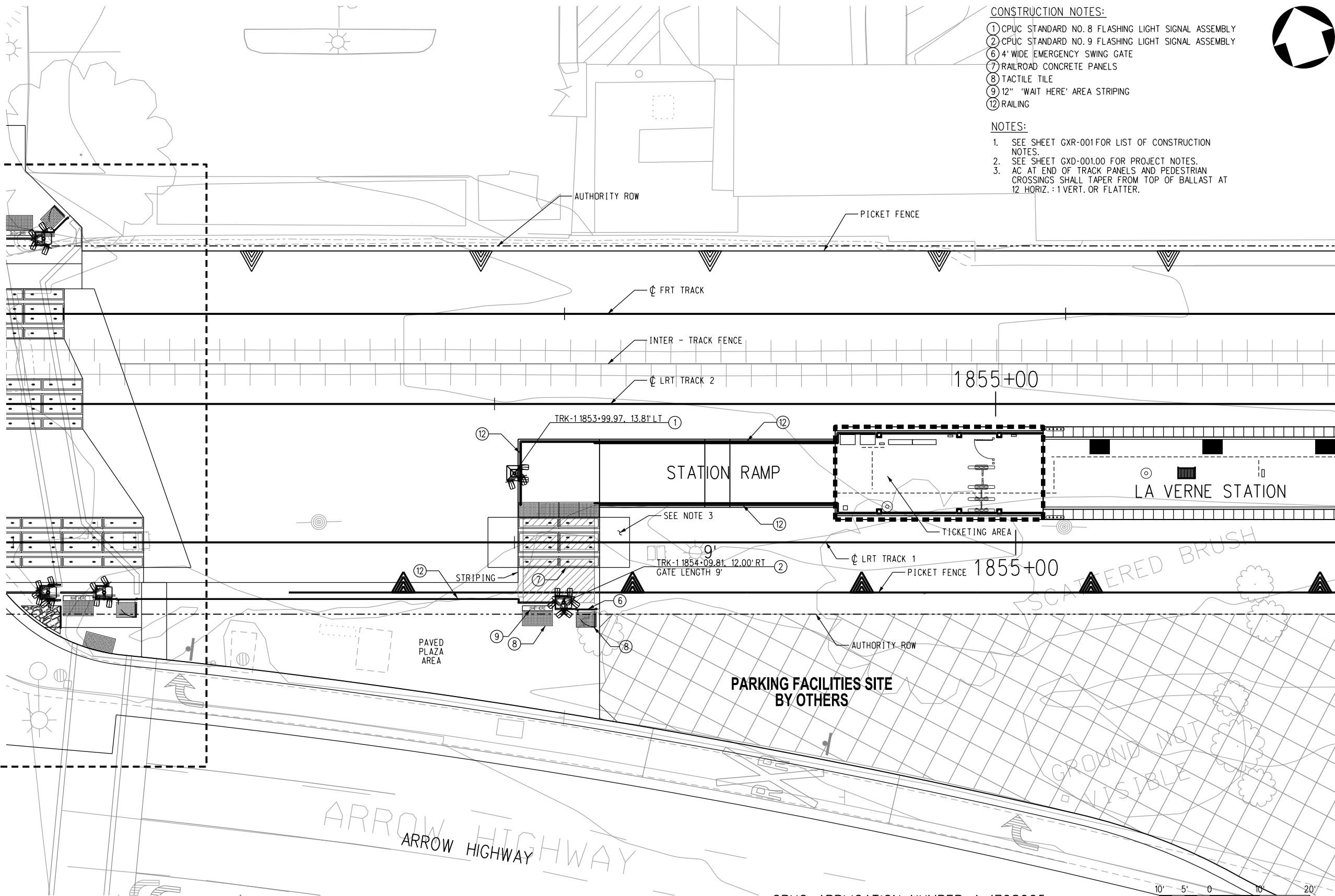
ADVANCED CONCEPTUAL ENGINEERING  
GLENDDORA TO MONTCLAIR  
(POMONA TERMINUS)  
GRADE CROSSING  
GATE LAYOUT DETAILS

DRAWING NO.	REV.
GXT-005	A
SHEET NO.	

1/28/2019 File Name: I:\Phase II\009 Phase 2B Documents\Engineering\Drawings\07 Grade Crossings\007-005-POMTER.dgn USER: clevinson 7:32:54 PM



PART OF A  
SEPARATE  
APPLICATION



CONSTRUCTION NOTES:

- 1) CPUC STANDARD NO. 8 FLASHING LIGHT SIGNAL ASSEMBLY
- 2) CPUC STANDARD NO. 9 FLASHING LIGHT SIGNAL ASSEMBLY
- 6) 4' WIDE EMERGENCY SWING GATE
- 7) RAILROAD CONCRETE PANELS
- 8) TACTILE TILE
- 9) 12" 'WAIT HERE' AREA STRIPING
- 12) RAILING

NOTES:

1. SEE SHEET GXR-001 FOR LIST OF CONSTRUCTION NOTES.
2. SEE SHEET GXD-001.00 FOR PROJECT NOTES.
3. AC AT END OF TRACK PANELS AND PEDESTRIAN CROSSINGS SHALL TAPER FROM TOP OF BALLAST AT 12 HORIZ. : 1 VERT. OR FLATTER.

CPUC APPLICATION NUMBER: A 1708025  
CPUC DECISION NUMBER: D 1808006



REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.
NOT FOR CONSTRUCTION				

**HILL**  
Hill International  
406 E. HUNTINGTON, SUITE 202  
MONROVIA, CA 91016 - 3633

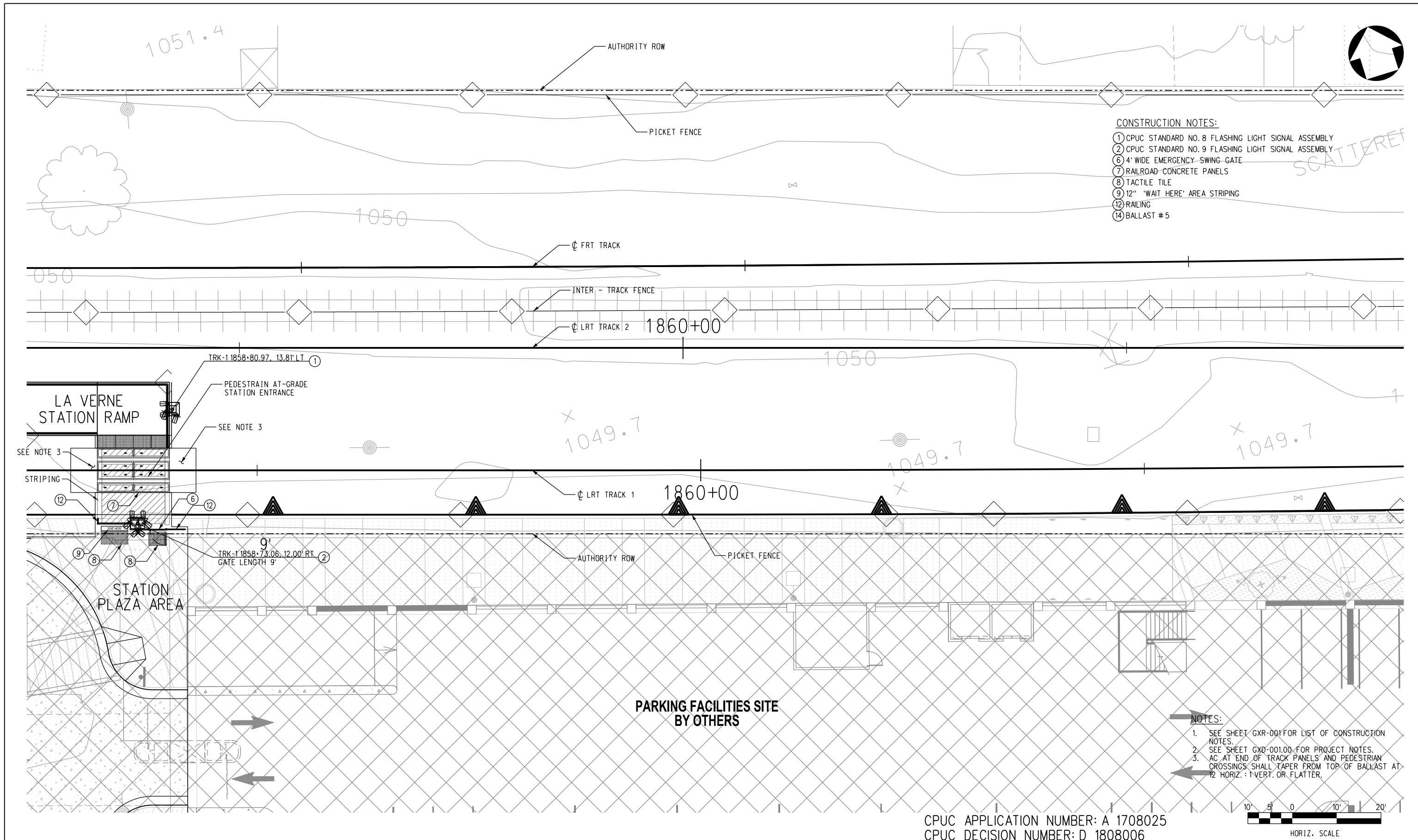


METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY  
PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT  
REQUEST FOR PROPOSAL (RFP) C2002  
APRIL 24, 2019

ADVANCED CONCEPTUAL ENGINEERING  
GLENDDORA TO MONTCLAIR  
(MONTCLAIR TERMINUS)  
GRADE CROSSING  
LA VERNE STATION (WEST)

DRAWING NO.	REV
GXD-029.00	D
SHEET NO.	

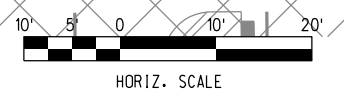
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- CONSTRUCTION NOTES:
- ① CPUC STANDARD NO. 8 FLASHING LIGHT SIGNAL ASSEMBLY
  - ② CPUC STANDARD NO. 9 FLASHING LIGHT SIGNAL ASSEMBLY
  - ③ 4' WIDE EMERGENCY SWING-GATE
  - ④ RAILROAD CONCRETE PANELS
  - ⑤ TACTILE TILE
  - ⑥ 12" "WAIT HERE" AREA STRIPING
  - ⑦ RAILING
  - ⑧ BALLAST #5

- NOTES:
- 1. SEE SHEET GXR-001 FOR LIST OF CONSTRUCTION NOTES.
  - 2. SEE SHEET GXD-001.00 FOR PROJECT NOTES.
  - 3. AC AT END OF TRACK PANELS AND PEDESTRIAN CROSSINGS SHALL TAPER FROM TOP OF BALLAST AT 12' HORIZ. : 1' VERT. OR FLATTER.

CPUC APPLICATION NUMBER: A 1708025  
CPUC DECISION NUMBER: D 1808006



REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.
NOT FOR CONSTRUCTION				

**Hill International**  
406 E. HUNTINGTON, SUITE 202  
MONROVIA, CA 91016 - 3633



**METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY**  
**PHASE 2B ALIGNMENT DESIGN-BUILD PROJECT**  
**REQUEST FOR PROPOSAL (RFP) C2002**  
**MARCH 6, 2019**

**ADVANCED CONCEPTUAL ENGINEERING**  
**GLENDORA TO MONTCLAIR**  
**(MONTCLAIR TERMINUS)**  
**GRADE CROSSING**  
**LA VERNE STATION (EAST)**

DRAWING NO.	REV.
GXD-029.02	D
SHEET NO.	

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File Name: I:\Phase II\009 Phase 2B Documents\Engineering\Drawings\07 Grade Crossings\C2002\_GXD-029.02 La Verne Station East.dgn



**Exhibit D:**  
**The Final Environmental Impact Report (FEIR) legal  
description (FEIR SCH# 200361157)**

Due to the size of this report, the FEIR is submitted in the  
format of plastic discs.

**The format of the original FEIR report on disc is an  
Archival-Grade DVD.**

**The format of FEIR copies thereof are included in six  
(6) CD-ROMs.**

The FEIR discs are separately presented for filing in  
individual manila envelopes along with reference to the  
application.

**NOTICE OF AVAILABILITY**  
**FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)**  
**FOR METRO GOLD LINE FOOTHILL EXTENSION (FOOTHILL GOLD LINE)**  
**PHASE 2B (GLENDDORA TO MONTCLAIR) PROJECT**

In support of this Application, the Metro Gold Line Foothill Extension Construction Authority (Authority) submitted the Final Environmental Impact Report (FEIR) for the Metro Gold Line Foothill Extension Phase 2B Project (Project) on an archival DVD and six copies on standard CD-ROM to the CPUC Docket Office for physical filing as Exhibit H to the Application.

Pursuant to Rule 1.9(d) of the CPUC Commission's Rules of Practice and Procedure, the Authority is issuing this Notice of Availability (NOA). The NOA is being served on all parties listed on the official service lists for this application; see the accompanying Certificate of Service.

The FEIR Exhibit D to the Application is available at the following URLs:

[https://foothillgoldline.org/construction\\_phases/glendora\\_to\\_montclair/](https://foothillgoldline.org/construction_phases/glendora_to_montclair/)

[https://foothillgoldline.org/construction\\_phases/glendora\\_to\\_montclair/metro-gold-line-foothill-extension-azusa-to-montclair-draft-environmental-impact-report/](https://foothillgoldline.org/construction_phases/glendora_to_montclair/metro-gold-line-foothill-extension-azusa-to-montclair-draft-environmental-impact-report/)

## NOTICE OF DETERMINATION

To: X Office of Planning and Research  
1400 Tenth Street, Room 113  
Sacramento, CA 95814

From: Metro Gold Line Foothill Extension Construction Authority  
406 E. Huntington Drive, Suite 202  
Monrovia, CA 91016-3633

**ORIGINAL FILED**

X County Clerk  
County of Los Angeles  
12400 E. Imperial Highway # 201  
Norwalk, CA 90650

County of San Bernardino  
Hall of Records Building, First Floor  
222 W. Hospitality Lane  
San Bernardino, CA 92415-0022

**MAR 07 2013**

**LOS ANGELES, COUNTY CLERK**

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code

2010121069

State Clearinghouse Number (if submitted to State Clearinghouse)

Metro Gold Line Foothill Extension - Azusa to Montclair

Project Title

Lisa Levy Buch

(626) 305-7004

Lead Agency

Area Code/Telephone/Extension

Contact Person

**Project Location** (include county): The project would provide Light Rail Transit (LRT) service from the City of Azusa in Los Angeles County to the City of Montclair in San Bernardino County.

**Project Description:** The Metro Gold Line light rail transit (LRT) system currently extends from Los Angeles to Pasadena serving cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that extends the existing Metro Gold Line by 24 miles to the east, from the City of Pasadena to the City of Montclair. The extension is proceeding in two phases. Construction of the first phase from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station began in late 2011, and construction is anticipated to be completed in late 2015. The proposed project, known as the Metro Gold Line Foothill Extension from Azusa to Montclair is the next phase of this planned extension. It would extend the Metro Gold Line alignment 12.3 miles to the east and include six new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

This is to advise that the Metro Gold Line Foothill Extension Construction Authority  
☒ Lead Agency ☐ Responsible Agency

approved the above described project on March 6, 2013 and has made the following determinations regarding the above described project: (Date)

1. The project ☒ will ☐ will not have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
☐ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☒ were ☐ were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan ☒ was ☐ was not adopted for this project.
5. A Statement of Overriding Considerations ☒ was ☐ was not adopted for this project.
6. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

This is to certify that the final Environmental Impact Report with comments and responses and record of project approval is available to the General Public at: Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016-3633.

  
Signature (Public Agency)

Date

3/6/13 CHIEF EXECUTIVE OFFICER

Title

Date Received for filing at OPR:

Authority cited: Section 21083, Public Resources Code. Reference: Section 21000-21174, Public Resources Code.

## **NOTICE**

Each project applicant shall remit to the county clerk on or before filing a Notice of Determination (see Public Resources Code, Section 21152) the fee required under Fish and Game Code Section 711.4(d). Without the appropriate fee, statutory or categorical exemption, or a valid no effect determination form, issued by the California Department of Fish and Wildlife (CDFW), the notice of determination is not operative, vested, or final, and shall not be accepted by the clerk.

### **COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS**

1. The original cash receipt is to be issued to a project applicant when payment is made in conjunction with filing a Notice of Determination. The second copy is to be submitted to the CDFW on a monthly basis. The remaining copies will be retained by the county (one for the lead agency and one for the county clerk).
2. For projects that are statutorily exempt or categorically exempt (Sections 15260-15285 or 15300-15333, Title 14, California Code of Regulations) and are filed with the county clerk, the cash receipt shall be completed and attached to the Notice of Exemption. No fee is due for statutorily exempt or categorically exempt projects.
3. For projects that the CDFW has found to have no effect, the cash receipt shall be completed, and attached to the Notice of Determination; it is mandatory that a copy of the CDFW No Effect Determination Form be attached to the Notice of Determination. If the project applicant does not have a No Effect Determination Form from CDFW, then the appropriate filing fee is due.
4. Within 30 days after the end of each month in which the filing fees are collected, each county will summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer.

Identify the remittance on the State of California Form No. CA25 (TC31) as "Environmental Document Filing Fees" per Fish and Game Code Section 711.4.

### **DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FINES.**

The following documents are to be mailed by the county clerk to CDFW on a monthly basis:

- (A) A photocopy of the monthly State of California Form No. CA25 (TC31);
- (B) CDFW/ASB copies of all cash receipts (including all voided receipts);
- (C) A copy of all CDFW No Effect Determinations filed in lieu of fee payment;
- (D) A copy of all Notices of Determination filed with the county during the preceding month; and
- (E) A list of the complete name, address and telephone number of all project applicants for which a Notice of Determination has been filed. If this information is contained on the cash receipt filed with CDFW under Section 753.5(e)(5), Title 14, CCR, no additional information is required.

**Mail to:**

California Department of Fish and Wildlife  
Accounting Services Branch  
1416 Ninth Street, Box 944209  
Sacramento, California 94244-2090

State of California—Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
2013 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT#	438259
STATE CLEARING HOUSE # (if applicable)	2010121069
Agency DATE	3/7/2013
DOCUMENT NUMBER	

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY	Metro Gold Line Foothill Extension Construction
COUNTY/STATE AGENCY OF FILING	San Bernardino County
PROJECT TITLE	Metro Gold Line Foothill Extension Azusa to Montclair
PROJECT APPLICANT NAME	Lisa Levy Bochl / Metro Gold Line Foothill Extension Agency
PROJECT APPLICANT ADDRESS	406 E. Huntington Drive #202
CITY	Monrovia
STATE	CA
PHONE NUMBER	(926) 305-7004
ZIP CODE	91016

PROJECT APPLICANT (Check appropriate box):  
☐ Local Public Agency ☐ School District ☒ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

- |   |            |    |       |
|---|------------|----|-------|
| <input type="checkbox"/> Environmental Impact Report (EIR)  | \$2,995.25 | \$ |       |
| <input type="checkbox"/> Mitigated/Negative Declaration (ND)(MND)                                   | \$2,156.25 | \$ |       |
| <input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only) | \$850.00   | \$ |       |
| <input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)                    | \$1,018.50 | \$ |       |
| <input checked="" type="checkbox"/> County Administrative Fee                                       | \$50.00    | \$ | 50.00 |

- ☐ Project that is exempt from fees  
☐ Notice of Exemption  
☐ DFW No Effect Determination (Form Attached)  
☒ Other Fish & Game Fee Paid on 3/7/13 Los Angeles County \$ 0

PAYMENT METHOD:

- ☐ Cash ☐ Credit ☒ Check ☐ Other

TOTAL RECEIVED \$ 50.00

SIGNATURE

X 

TITLE

DEPUTY Clerk

PROJECT APPLICANT

YELLOW DEWASH

PINK LEAD AGENCY

GOLDEN ROD COUNTY CLERK

000 755 5100 (10/0)

State of California—Natural Resources Agency  
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE  
2013 ENVIRONMENTAL FILING FEE CASH RECEIPT

PRINT CLEAR

RECEIPT#  
201303071240018  
STATE CLEARING HOUSE # (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AGENCY

COUNTY/STATE AGENCY OF FILING

LACC

DATE

03/07/2013

DOCUMENT NUMBER

PROJECT TITLE

METRO GOLD LINE FOOTHILL EXTENSION-AZUSA TO MONTCLAIR

PROJECT APPLICANT NAME

LISA LEVY BUCHI

PHONE NUMBER

(826) 305 7004

PROJECT APPLICANT ADDRESS

406 E. HUNTINGTON DRIVE STE. 202

CITY

MONROVIA

STATE

CA

ZIP CODE

91016

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$2,895.25	\$	0.00
<input checked="" type="checkbox"/> Negative Declaration (ND)/(MND)	\$2,150.25	\$	0.00
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	\$850.00	\$	0.00
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,019.50	\$	0.00
<input checked="" type="checkbox"/> County Administrative Fee	\$60.00	\$	75.00
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption			
<input type="checkbox"/> CDFW No Effect Determination (if form Attached)			
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☐ Other

TOTAL RECEIVED \$ 3070.25

SIGNATURE

x *Larry A. Perea*

TITLE

ITC

# Exhibit E:

## Scoping Memo Information for Applications

### A. Category (Check the category that is most appropriate)

☐ **Adjudicatory** - “Adjudicatory” proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12 month process if hearings are required).

☒ **Ratesetting** - “Ratesetting” proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities) or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). “Ratesetting” proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18-month process if hearings are required).

☐ **Quasi-legislative** - “Quasi-legislative” proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

### B. Are hearings necessary?

☐ Yes

☒ No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Are public witness hearings necessary?

☐ Yes

☒ No

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

**C. Issues** - List here the specific issues that need to be addressed in the proceeding.

None

---

**D. Schedule (Even if you checked “No” in B above)** Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

30-days Protest Period – August 1, 2019 through September 1, 2019

4-months Proposed Decision – December 1, 2019

6-months Final Decision – February 1, 2019

If an unexpected hearing becomes necessary:

6-months Prehearing conference – February 1, 2019

9-months Hearings – May 1, 2020

12-months Briefs due – August 1, 2020

13-months Submission – September 1, 2020

16-months Proposed decision (90 days after submission) – December 1, 2020

18-months Final decision (60 days after proposed decision) – February 1, 2021